

CHINA



MAIL

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

Vol. XXXVI. No. 5151. 號二十月正年十八百八千一英

HONGKONG, MONDAY, JANUARY 12, 1880.

日一初月二十年卯己

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E.C. GEORGE STREET & Co., 30, Cornhill. GORDON & GORDON, Ludgate Circus, E.C. BATES, HENDY & Co., 4, Old Jewry, E.C. SAMUEL DRACON & Co., 160 & 164, Leadenhall Street.

PARIS AND EUROPE:—LEON DE ROSEN, 19, Rue Monsieur, Paris.

NEW YORK:—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TAFANIA, AND NEW ZEALAND:—DOM & GORDON, Melbourne and S.

SAN FRANCISCO and American Ports generally:—BRAN & BLACK, San Francisco.

SINGAPORE AND STRAITS:—SAYLE & Co., Square, Singapore. C. HEINSEN & Co., Manila.

CHINA:—Messa A. A. DE MELLO & Co., Swatow, CAMPBELL & Co., Amoy, WILSON, NICHOLS & Co., Foochow, HEDGE & Co., Shanghai. LANE, CRAWFORD & Co., and KELLY & WALSH, Yokohama, LANE, CRAWFORD & Co.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$5,000,000 Dollars.
RESERVE FUND.....\$1,400,000 Dollars.

COURT OF DIRECTORS.

Chairman—W. H. FORBES, Esq.
Deputy Chairman—HOB. W. KESWICK.
E. R. BELLIOS, Esq. WILHELM REINERS, Esq.
H. L. DALRYMPLE, Esq. F. D. SASSOON, Esq.
H. HOFFMANN, Esq. W. S. YOUNG, Esq.
A. McIVER, Esq.

CHIEF MANAGER.

Hongkong,.....THOMAS JACKSON, Esq.
Shanghai,.....EWEN CAMERON, Esq.
LONDON BANKERS:—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits:—
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Offices of the Corporation,
No. 1, Queen's Road East.
Hongkong, August 16, 1879.

COMPTOIR D'ESCOMPTE DE PARIS.

(Incorporated 17th & 18th March, 1848.)

RECOGNISED by the INTERNATIONAL CONVENTION OF 30th APRIL, 1862.

CAPITAL FULLY PAID-UP.....£3,200,000.
RESERVE FUND.....£800,000.

HEAD OFFICE—14, RUE BEBÈRE, PARIS.

AGENCIES and BRANCHES at:
LONDON, BOURBON, SAN FRANCISCO, MARSILLAS, BOMBAY, HONGKONG, LYONS, CALCUTTA, HANKOW, NANTES, SHANGHAI, FOOCHEW.

LONDON-BANKERS:

THE BANK OF ENGLAND.

The Hongkong Agency receives Fixed Deposits on Terms to be ascertained on application, grants Drafts and Credits on all parts of the World, and transacts every description of Banking Exchange Business.

E. G. VOUILLEMON, Manager, Shanghai.

Hongkong, May 20, 1879.

ORIENTAL BANK CORPORATION.

(Incorporated by Royal Charter.)

PAID-UP CAPITAL.....£1,500,000.

RATES OF INTEREST ALLOWED ON DEPOSITS.

At 3 months' notice 3 1/2 per Annum.
" 6 " " 4 " "
" 12 " " 5 " "

Current Accounts kept on Terms which may be learnt on application.

GEO. O. SCOTT, Acting Manager.

Oriental Bank Corporation,
Hongkong, September 4, 1879.

Bank.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL.....£800,000.
RESERVE FUND.....£150,000.

THE BANK OF ENGLAND.

THE CITY BANK.

THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in Hongkong grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange, and conducts all kinds of Banking and Exchange Business.

RATES OF INTEREST ALLOWED ON DEPOSITS.

On CURRENT ACCOUNTS, 2 per cent. per annum on the daily balance.

On FIXED DEPOSITS:—
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

CHARTERED MERCANTILE BANK OF INDIA, LONDON & CHINA.

(Incorporated by Royal Charter.)

THE following Rates of Interest are allowed on FIXED DEPOSITS:—

For 12 months, 5 per cent. per annum.
" 6 " 4 per cent. " "
" 3 " 3 per cent. " "

H. H. NELSON, Manager.

Hongkong, May 31, 1879.

NATIONAL BANK OF INDIA, LIMITED.

Registered in London under the Companies' Act of 1862, on 23rd March, 1866.

Established in Calcutta 29th September, 1863.

SUBSCRIBED CAPITAL.....£933,000.
PAID-UP CAPITAL.....£465,250.
RESERVE FUND.....£200,000.

HEAD OFFICE:—39a, Threadneedle Street, LONDON, E.C.

LONDON BANKERS:—

NATIONAL PROVINCIAL BANK OF ENGLAND.

NATIONAL BANK OF SCOTLAND.

All descriptions of Banking and Exchange business transacted.

Interest allowed on CURRENT ACCOUNTS at the rate of 2 per cent. per annum on the daily balance; and on FIXED DEPOSITS according to arrangement—the maximum rate being 5 per cent. per annum.

R. H. SANDEMAN, Manager.

Hongkong, November 1, 1879.

Entertainment.

THE HONGKONG CHORAL SOCIETY.

will perform

"THE SORCERER"

AT THE CITY HALL THEATRE,

On FRIDAY,

the 23rd January, at 9 p.m.

Tickets may be purchased and places secured at Messrs LANE, CRAWFORD & Co.'s, on and after SATURDAY, the 17th Proximo.

W. WHEELER, Hon. Secretary.

Hongkong, December 29, 1879. ja24

For Sale.

FOR SALE.

JULES MUMM & Co.'s CHAMPAGNE, in Quarts and Pints.

GIBB, LIVINGSTON & Co.

Hongkong, May 26, 1879.

FOR SALE.

THEOPHILE ROEDERER & Co.'s CHAMPAGNE, awarded the

GOLD MEDAL AT THE PARIS EXHIBITION.

DRY VERZENAY MOUSSEUX: Quarts.....\$17 per Case of 1 doz. Pints.....\$18 " of 2 doz.

MEYER & Co., Agents.

Hongkong, August 21, 1879. 21fe80

NOW READY.

PRICE, \$1.50.

"COMPARATIVE CHINESE FAMILY LAW," By E. H. PARKER.

Can be obtained from KELLY & WALSH at Shanghai and Hongkong, at LANE, CRAWFORD & Co., Hongkong, and at the China Mail Office.

Hongkong, December 6, 1879.

WASHING BOOKS.

(In English and Chinese.)

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, are now ready at this Office.—Price, \$1 each.

CHINA MAIL Office.

Auction.

PUBLIC AUCTION.

GENERAL WEEKLY SALE.

THE Undersigned will sell by Public Auction, on

TUESDAY,

the 13th January, at Noon, at his Auction Sales Rooms, Peddar's Wharf,—

1 case Silvered Plate Glass 70 x 50 inch.

1 " " " 50 x 40 "

1 " " " 48 x 36 "

1 " " " 40 x 30 "

1 " " " 30 x 22 "

1 " " " 24 x 18 "

4 Single and Double Perambulators.

An Invoice of Kerosine Table and Hand Lamps.

1 case Lampwick.

1 case Magenta Dyes in bottles.

White and Plain Colored Flannel.

Fancy Flannel, Serge, Trowersings, Coatings, Tweeds, Turkish Towels, etc., etc.

2 cases Toilet Soap.

50 boxes Candles.

4 cases Hams.

10 cases Borden's Milk.

Morton's Assorted Stores.

4 cases Butter in tins.

15 cases Sardines.

4 cases Huntley & Palmer's Biscuits.

20 cases Safety Matches.

Rifles, Carabines, Revolvers, Cartridges, Glassware, Champagne, Whisky, Brandy, Beer, etc., etc.

Also,

1 Gold Hunting Watch, Keyless.

1 do. Open-faced do. do.

1 do. Patent Lever do. do.

2 Silver do. do.

A Quantity of Jewellery.

And a Variety of Other GOODS.

TERMS.—Cash on delivery.

G. R. LAMMERT, Auctioneer.

Hongkong, Jan. 10, 1880. ja13

PUBLIC AUCTION.

THE Undersigned has received instructions from Messrs ARNHOLD, KARBURG & Co., to sell by Public Auction (unless previously disposed of by Private Contract), on

FRIDAY,

the 16th of January, 1880, at 2 p.m., on Board—The

GERMAN BRIG "CARL,"

of 225 Registered Tons, as she now lies at anchor off Yow-mah-tee, with all her Masts, Sails, and INVENTORY, complete.

For further Particulars, apply to Messrs Arnhold, Karberg & Co.; or, to the Auctioneer.

TERMS OF SALE.—As customary.

F. RAPP, Auctioneer.

Hongkong, Dec. 23, 1879. ja16

Notices of Firms.

NOTICE.

THE INTEREST AND RESPONSIBILITY of Mr O. GRABE in our Firm CEASED, by Expiration of Contract, on the 31st of December, 1879.

Mr O. GRABE will Continue to Sign our Firm until 31st May of 1880.

Mr GUSTAV FISCHER has been Admitted a PARTNER in our Firm from this Date.

E. MEYER & Co.

Tientsin, 1st of January, 1880. fe2

NOTICE.

THE INTEREST AND RESPONSIBILITY of Mr LEONHARD STAEL in our Firm CEASED on the 31st December last. Mr F. O. DITTMER is authorized to Sign our Firm per Procurator.

HESSE & Co.

Hongkong, January 1, 1880.

NOTICE.

THE Undersigned has established himself at the Premises formerly occupied by LAMBERT, ATKINSON & Co., Peddar's Wharf, as

AUCTIONEER, APPRAISER AND COMMISSION AGENT.

All GOODS entrusted for SALE will be fully covered by FIRE INSURANCE.

G. R. LAMMERT.

Hongkong, July 1, 1879.

NOTICE.

THE Undersigned have been appointed AGENTS to the NEW YORK BOARD OF UNDERWRITERS.

ARNHOLD, KARBURG & Co.

RECORD OF AMERICAN AND FOREIGN SHIPPING.

Agents, ARNHOLD, KARBURG & Co.

Hongkong, Sept. 3, 1879. 8sc80

Intimations.

SEALED TENDERS will be Received

by the Undersigned until Noon, on MONDAY, the 19th Instant, for the SUPPLY of FIREWOOD, LIME, FIRECLAY, BRICKS, BAMBOO BASKETS, CHARCOAL (Chinese), to H. M. Naval Yard.

Further Particulars may be obtained on Application.

J. BRENNER, Naval Storekeeper.

H. M.'s Naval Yard, Hongkong, 9th January, 1880. ja19

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Twenty-Seventh Ordinary Half-Yearly MEETING of SHAREHOLDERS in the Company will be Held at the OFFICE of the Company, No. 50A, QUEEN'S ROAD, on FRIDAY, the 30th January instant, at 3 o'clock in the afternoon, for the purpose of Receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Auditors.

By Order of the Board of Directors,

P. A. DA COSTA, Secretary.

Hongkong, January 7, 1880. ja30

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE.

THE Transfer BOOKS of the Company will be CLOSED from the 17th to the 30th Instant, both days inclusive.

By Order of the Board of Directors,

P. A. DA COSTA, Secretary.

Hongkong, January 7, 1880. ja30

NOTICE.

D. R. EASTLAKE has Returned from MANILA, and will Receive PATIENTS at his OFFICE, No. 60, QUEEN'S ROAD.

Hongkong, January 1, 1880. fe2

DENTAL NOTICE.

D. R. ROGERS has returned and is now ready to RECEIVE PATIENTS.—No. 7, ARBUTHNOT ROAD.

Hongkong, December 8, 1879.

Shipping.

Steamers.

FOR SWATOW, AMOY & FOOCHEW.

The Steamship "KWANGTUNG," Captain ARBUTHNOT, will be despatched for the above Ports on TUESDAY, the 13th Inst., at Daylight.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co.

Hongkong, January 9, 1880. ja13

FOR SINGAPORE, PENANG AND CALCUTTA.

The Steamship "VENICE," P. RHODE, Commander, will be despatched for the above Ports on SATURDAY Next, the 17th Instant, at 3 p.m.

For Freight or Passage, apply to JARDINE, MATHESON & Co.

Hongkong, January 10, 1880. ja17

FOR SINGAPORE, PENANG AND CALCUTTA.

The Steamship "SUZ," EATON, Commander, will leave for the above Ports on SATURDAY, the 17th Inst., at 3 p.m.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.

Hongkong, January 10, 1880. ja17

FOR AMOY.

The Steamship "ESMERALDA," Capt. TALBOT, shortly due, will have immediate despatch for the above Port.

For Freight or Passage, apply to RUSSELL & Co.

Hongkong, January 10, 1880.

FOR LONDON VIA SUEZ CANAL.

The Steamship "GLENIFFER," Captain GRAHAM, will be despatched as above on or about the 31st Instant.

For Freight or Passage, apply to JARDINE, MATHESON & Co.

Hongkong, January 10, 1880.

Shipping.

Steamers.

Intimations.

HONGKONG HOTEL COMPANY, LIMITED.
NOTICE TO SHAREHOLDERS.
THE Ordinary Half-Yearly Meeting of SHAREHOLDERS in the Company will be held at the Hongkong Hotel, on THURSDAY, the 29th January, 1880, at 4 o'clock in the Afternoon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, and electing Auditors.
By Order of the Board of Directors,
LOUIS HAUSCHILD,
Secretary.
Hongkong, January 8, 1880. ja13

HONGKONG HOTEL COMPANY, LIMITED.
NOTICE.
THE Transfer BOOKS of the Company will be CLOSED from the 16th to the 29th Instant, both days inclusive.
By Order of the Board of Directors,
LOUIS HAUSCHILD,
Secretary.
Hongkong, January 8, 1880. ja13

OFFICE OF THE SHANGHAI STEAM NAVIGATION COMPANY, IN LIQUIDATION.
Shanghai, January 3, 1880.

AN ELEVENTH RETURN OF CAPITAL at the Rate of TWO TAKS per SHARE, will be made to Shareholders of Record on 12th January, Payable at the Office of the Liquidators, on MONDAY, 19th January.
Warrants will then be delivered by the Undersigned to Shareholders, or their lawful representatives, on presentation of Share Certificates for Endorsement.
The Transfer BOOKS of the Company will be CLOSED from the 12th to the 19th January, inclusive.
By Order,
RUSSELL & Co.,
Liquidators.

NOTICE.
THE Undersigned requests that All CLAIMS against the late Firm of COHEN & BEATON be sent to him on or before January 28th Inst.
CHARLES C. COHEN.
Hongkong, January 9, 1880. ja80

NOTICE.
THE Business of HEINEMANN & Co., SHIP BROKERS, will, from the 1st January, 1880, be CARRIED ON under the Name of R. STEIL.
HEINEMANN & Co.
Hongkong, December 31, 1879. ja31

COSMOPOLITAN DOCKS.
W. SPRATT & Co. have lately added an Extensive MACHINE SHOP and other APPLIANCES to the former Advantages of these Docks.
The DIMENSIONS of the Dock are:—480 Feet, on the Blocks; 92 Feet Wide; Ordinary Tides, 21 Ft.; Spring Tides, 24 Ft. Office, 20, PRAYA CENTRAL, HONGKONG.
Hongkong, October 4, 1879. 40c80

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debts contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—
PALMA, German barque, Capt. Binge.—Melchers & Co.
Moses B. Tower, American barkentine, Capt. C. Hall.—Jardine, Matheson & Co.
MIDLESEX, British barque, Captain A. Walsh.—Borneo Company.
GARIBOLDI, American barque, Capt. T. J. Forbes.—Jardine, Matheson & Co.
PRINCE FREDERICK, British ship, Capt. John Clague.—Vogel & Co.

To-day's Advertisements.
HONGKONG TEMPERANCE HALL.
THE NEXT ENTERTAINMENT will be given on
SATURDAY,
THE 17TH JAN., 1880, AT 8.30 P.M.
Under the Distinguished Patronage of COLONEL STUART, R.E., LIEUT. COLONEL HALL, R.A., and LIEUT. COLONEL GEDDES, 27th INFANTRY.
AN EVENING IN FAIRYLAND with
"PROFESSOR" Hailo
Who has kindly consented to appear, and will produce some new Illusions never before seen in the Colony.
Prices.
Front Seats.....One Dollar.
Second do.....50 Cents.
Hongkong, January 12, 1880. ja18

"OUR BOYS"
COMEDY COMPANY,
will arrive per S.S. "Tracer" on or about the
20th JANUARY, 1880.
The Company will have the honour of giving
THREE PERFORMANCES ONLY
prior to proceeding to Singapore.
The FIRST PERFORMANCE will be the
SPARKLING COMEDY, in Three Acts,
"A LESSON IN LOVE."
GEO. NORVILLE,
Business Manager.
Hongkong, January 12, 1880.

To-day's Advertisements.

MacEwen, FRICKEL & Co.,
HAVE JUST LANDED FROM
THE AMERICAN MAIL
THE following STORES, in
Excellent Condition:—
Fresh Roll BUTTER.
Finest Comb HONEY, in Frame.
Do. Do. in Bottles.
Do. Do.
Fresh APPLES.
Dried Sliced DITTO.
Boneless CODFISH.
Georges Bank Do.
Finest Eastern Factory CREAM CHEESE.
Mild California Do.
Smoked SOLMON.
Family Moss BEES, in 25 lbs. kegs.
Oregon Pickled OX TONGUES, very fine.
Family PORK, in 25 lbs. kegs.
American HAMS.
Do. BACON.
CORNMEAL, HOMINY, CRACKED WHEAT.
OATMEAL, RYE FLOUR, BUCK-WHEAT FLOUR.
CORN BROOMS, CORN WISPS.
Table FRUITS, Bartlett PEARS, APRICOTS, PEACHES.
Stuffed PEPPERS, ASPARAGUS.
APPLE SAUCE, CRANBERRY SAUCE.
OYSTERS, LOBSTERS, SALMON, CLAMS.
PEANUTS, PECAN NUTS, BRAZIL NUTS.
CREAM OF TARTAR, SALERATUS.
Merrill's Eastern CIDER.
Winkler's Celebrated GREEN CORN.
LIMA BEANS, SUCCATASE, SUGAR PEAS.
CALIFORNIA CHICKEN CO.'S GINGER CAKES.
MILK BISCUITS.
ALPHABET BISCUITS.
OYSTER BISCUITS.
WAFER BISCUITS.
SODA BISCUITS.

Ex S.S. "GLENFINLAS," and Late Arrivals.
SMYRNA FIGS.
Muscatel BLOOM RAISINS.
JORDAN ALMONDS.
Cooking and Table PRUNES.
Pudding RAISINS and CURRANTS.
Candied PEEL.
MINEBENT in 1-lb. tins.
VAN HOUTEN'S COCOA.
CARAWAY SEEDS.
SCHWEITZER'S COCOATINA.
HAM TONGUE & CHICKEN SAUSAGE.
WESTHALL'S, Bologna, Oxford, and Truffled SAUSAGES.
GAME PIES.
Potted MEATS.
Prime Yorkshire HAMS.
Prime Wiltshire BACON in Tins & Canvas.
OX-TONGUES in JELLY.
TRUFFLES.

Champagne, &c.
HENDRICK & Co.'s MONOPOLE, Pints and Quarts.
ADOLPHE COLLIN'S BOUZY CABINET.
MUMS (JULES) CHAMPAGNE, Pints and Quarts.
NEVEY'S (BODEN) BOUZY, Pts. and Qts.
CHARLES HENDRICK'S WHITE SEAL, Pints and Quarts.
VEUVE OLIVIER PONSARDIN, Pints and Quarts.
THEOPHILE RONDREY & Co.'s VERZENAY MOUSSEUX, Pints and Quarts.
KRUH'S CHAMPAGNE, Pints and Quarts.
PERRIER JOUET in Quarts.

Claret.
THIBIEUX (CHATEAU), Pints and Quarts.
CHATEAU LAROSE (CHATEAU & ANDRE), Pints and Quarts.
CHATEAU LAFITE, Pints and Quarts.
IRES GRAVES, Pints and Quarts.
BREAKFAST CLARET, Pints & Quarts.
OLD INVALID CLARET.
St. JULIEN, &c., &c.

Burgundy, Rock, Sherries, &c.
Chambertin, Chablis (white), Liebfraumilch, Hockheimer, Niersteimer, Steinberger Cabinet, Rudesheimer Berg, Konigsm Victoria Berg, Chateau Yquem, Grand Vin, Haut Sauternes, Marsala, Sacconi's Pale Dry White Seal Sherry, Yellow Seal Amontillado Sherry, Outler Palmer and Company's Sherry, Invalid Port (1849), Hunt's Port.

Brandy, Whisky, Liqueurs, &c.
1, 2 and 3-star Hennessy's Brandy, La Grande Marque Brandy, Outler Palmer & Co.'s Brandy, Ronyer Guillet & Co.'s Brandy, 1 to 4 stars; Finest Old Bourbon Whisky, highly recommended, Kinahan's LL Irish Whisky, Jamieson's Irish Whisky, Royal Glenlivet Whisky; AYH Glen, Swaine Board & Co.'s Old Tom Gin; La Grande Chateaufosse, Green and Yellow, Maraschino de Zara, Curacao, Pts. & Qts.; Angostura, Boker's and Orange Bitters, &c., &c., &c.

BASS' ALE, bottled by CAMERON & SAUNDERS, Pints and Quarts.
GUINNESS'S STOUT, bottled by R. & J. BUCKE, Pints and Quarts.
PILSENER BEER, in Quarts.
DRAUGHT ALE and PORTER, by the Gallon.
SHELTZ MILWAUKEE BEER.
BUDWEISER BEER.
BOCA BEER.
ALMON ALE.
BLATZ MILWAUKEE BEER.
ALE and PORTER, in Bulk, (Bids. and Kilderkine).

Ships' STORES of every description, Hemp and Cotton CANYAS.
Russian, Manila, and Wire ROPE.
SAIL-MAKING and RIGGING promptly executed.

Specially Selected CIGARS.
Princessa CHEROOTS.
Cavite CHEROOTS.
Princessa CIGARS.
Cavite CIGARS.
Arcoeres CIGARS.
Vegueros CIGARS.
Choice No. 1 Fortin CIGARS in Boxes of 100.
Choice No. 3 Meising CHEROOTS.
Choice No. 3 Fortin CIGARS.

New Season's PRESENT TEA, in 5 and 10 Catty Boxes.
Hongkong, January 12, 1880.

To-day's Advertisements.

FOR NINGPO & SHANGHAI.
The Steamship
"CHINA"
Capt. A. K. MANN, will be dispatched for the above Ports TO-MORROW, the 13th Inst., at 11 a.m.
For Freight or Passage, apply to
SIEMSEN & Co.,
Hongkong, January 12, 1880. ja13

FOR SHANGHAI, YOKOHAMA AND HIOGO.
The Steamship
"KILLARNEY"
will be dispatched for the above Ports TO-MORROW, the 13th Inst., at 5 p.m.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Hongkong, January 12, 1880. ja18

NORTH-CHINA INSURANCE COMPANY.
FINAL DIVIDENDS for the Year 1878, viz., Tls. 15,384, per SHARE, 1 1/2 % ON CONTRIBUTORY PREMIUM, are now Declared. Warrants will be Payable at the Hongkong & Shanghai Banking Corporation, on and after FRIDAY, the 18th Instant, until which Date the Transfer BOOKS of the Company are Closed.
By Order of the Court of Directors,
J. KENNARD DAVIS,
Acting Secretary.
Shanghai, 7th January, 1880. ja19

FROM LONDON.
THE S.S. Killarney having arrived, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Undersigned, whence and/or from the Wharf or Boats delivery may be obtained. Cargo remaining undelivered after the 17th Instant will be subject to rent. Optional Goods will be forwarded on, unless notice to the contrary be given by Noon TO-DAY.
No Fire Insurance has been effected. Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, January 12, 1880. ja17

Occidental & Oriental Steam-Ship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE, IN CONNECTION WITH THE CENTRAL AND UNION PACIFIC AND CONNECTING RAILROAD COMPANIES AND ATLANTIC STEAMERS.

THE S.S. GAELIC will be dispatched for San Francisco via Yokohama, on SATURDAY, January 17th, 1880, at 3 p.m., taking Cargo and Passengers to Japan, the United States, Mexico, Central and South America, and Europe. Connection is made at Yokohama, with steamers from Shanghai. Freight will be received on Board until 4 p.m. of the 16th January. PARCEL PACKAGES will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.
A REDUCTION is made on RETURN PASSENGER TICKETS.
Consular Invoices to accompany Overland, Mexican, Central and South American Cargo, should be sent to the Company's Offices addressed to the Collector of Customs, San Francisco.
For further information as to Freight or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.
G. B. EMORY, Agent.
Hongkong, January 12, 1880. ja17

SHIPPING.

ARRIVALS.
Jan. 11, 4.30 p.m., Hwai Yuen, Chinese steamer, 384, Wilson, Shanghai Jan. 8, 9.30 a.m., General.—O. M. S. N. Co.
Jan. 11, 9.40 a.m., Hailong, British steamer, 277, F. P. O. Goode, Tamsui Jan. 7, Amoy 9, and Swatow 10, General.—DOUGLAS LAFFRAIE & Co.
Jan. 11, Sunday, British steamer, 1000, A. Seaton, Yokohama Jan. 8, Malls and General.—P. & O. S. N. Co.
Jan. 11, China, German steamer, from Canton.
Jan. 11, Killarney, British steamer, 1080, H. O'Neill, London Nov. 23, and Singapore Jan. 2, General.—GIBB, LIVINGSTON & Co.
Jan. 12, Kaiser-i-Hind, British steamer, 2569, E. Methven, Shanghai Jan. 9, Malls and General.—P. & O. S. N. Co.
Jan. 12, Emerald, British steamer, 395, R. Talbot, Manila Jan. 9, General.—RUSSELL & Co.
Jan. 12, Hae-shin, Chinese steamer, 746, Gibbon, Haiphong Jan. 7, Pakhoi 8, and Hoihow 11, General.—O. M. S. N. Co.

DEPARTURES.
Jan. 11, Hainan, for Hoihow.
11, Katie Pickering, for San Francisco.
11, Nippo, for Canton.
12, Hwai Yuen, for Canton.
12, Hwai Yuen, for London.
12, Archies, for London, &c.

CLEARED.
Kwangtung, for Coast Ports.
China, for Ningpo and Shanghai.

PASSENGERS.
ARRIVED.
Per Hwai Yuen, from Shanghai, Messrs McDermock and Chu Hwai Shen, and 65 Chinese.
Per Hailong, from Amoy, &c., Mr Craig, 2 Europeans and 43 Chinese.

PASSENGERS.
Per Sunda, from Yokohama, Hon. Sammar, Dr. Kurling, Messrs Isaac Ritchie, J. Antonio and Gibson, and 4 Chinese.
Per Kaiser-i-Hind, Miss Allie Duncan, Capt. Seunglacke, Mr and Mrs White, Capt. Anderson, Messrs Nathan, Moses, Deering, Case, Romanjee, McGregor, Hall, McMichael, Skelly, Sharp, and Broadhurst, and 16 Chinese.
Per Emerald, from Manila, Bishop Raymond and servant, Capt. Watt of S. S. Rossiter, and 89 Chinese.
Per Hae-shin, from Haiphong, &c., Mr Von der Hyde, and 66 Chinese.

DEPARTURE.
Per Archies, for London, Miss Anderson, M.D., Capt. Hae-loop, Mr O. Brown and attendant, and Mr H. A. Brown.
Per Hainan, for Hoihow, 47 Chinese.

SHIPPING REPORTS.
The Chinese steamer Hwai Yuen reports: Moderate Easterly winds and cloudy leaving to the Hieshau, thence to port strong N.E. winds with heavy sea and thick rainy weather.

The British steamer Hailong reports: Left Tamsui on Jan. 7th, experienced a fresh breeze and moderate sea crossing Formosa Channel, and arrived in Amoy on the 8th. In Amoy: S. S. Albany, H.M.S. Frolic, and German corvette Marie Louise. Left again on the 9th, had fresh gale, with drizzling rain and high sea down to Swatow, arrived on the 10th. In Swatow: S.S. Yeh-sen. Left again the same day had moderate breeze with thick rainy weather from thence to port. Arrived at 9.40 a.m. Passed a steamer off Cuntai Point bound to Northward, and Holt's Hector of Ningpo.

The British steamer Kaiser-i-Hind reports: Strong monsoon and thick weather. On the 11th inst., passed French Mail bound to Shanghai.
The British steamer Emerald reports: Strong monsoon with thick rainy weather and high sea.
The Chinese steamer Hae-shin reports: Moderate N.E. gale with head sea and thick rainy weather.

CARGOES.
Per American ship Emerald Isle, sailed 18th December:—For New York, 2,678 bales Hemp, 4,000 pkgs. Fire Crackers, 4,700 boxes Cassia Lignee, 2,734 boxes Saigon Cassia, 4,967 bags Sugar, 1,516 rolls Matting, 849 boxes Essential Oil, 216 bales Hides, 200 bales Camel's Hair, 100 boxes Palm Leaf Fans, 92 pkgs. Canses, 30 cases Oncharides, and 55 pkgs. Sundries.
Per British barque Queen of India, sailed 20th December:—For London, 3,062 boxes Cassia Lignee, 2,247 bags Sugar, 668 rolls Matting, 88 pkgs. Canses, 50 boxes Cassia Buds, 50 cases Preserves.
Per German brig August, sailed 3rd January:—For Hamburg, 3,235 boxes Cassia Lignee, 410 boxes Cassia Buds, and 310 Star Aniseed.
Per Danish barque Flensborg, sailed 3rd January:—For London, 2,200 boxes Cassia Lignee, 2,091 bags Sugar, 170 boxes Cassia Buds, 220 cases and 50 cases Preserved Ginger, 60 cases Soy, 40 cases Wine, and 161 bales Merchandise.

POST OFFICE NOTICES.
MAILS will close:—
For NINGPO & SHANGHAI.—Per China, at 10.30 a.m. TO-morrow, the 13th Inst.
For SHANGHAI, YOKOHAMA, AND HIOGO.—Per Killarney, at 4.30 p.m. TO-morrow, the 13th Inst.
For STRAITS SETTLEMENTS, AND CALCUTTA.—Per Venice and Suez, at 2.30 p.m., on Saturday, the 17th Inst.
For JAPAN via KOBE.—Per Sumida Maru, at 5 p.m., on Friday, the 23rd Inst., instead of as previously notified.

MAILS BY THE BRITISH PACKET.—
The British Contract Packet Kaiser-i-Hind will be despatched on WEDNESDAY, the 14th Instant, with Malls to and through the United Kingdom and Europe via Brindisi or Southampton; to the Straits Settlements, Batavia, Burmah, Ceylon, India, Aden, Egypt, Malta, and Gibraltar.
N.B.—This Packet carries no mails for the Australian Colonies, E. or S. Africa, nor for Mauritius.

MAILS BY THE FRENCH PACKET.—
The French Contract Packet Peiho will be despatched on WEDNESDAY, the 21st Instant, with Malls to and through the United Kingdom and Europe via Naples; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, India (via Madras), Australia, New Zealand, Tasmania, Fiji, Aden, Seychelles, Reunion, Mauritius, Suez, and Alexandria. This is the best opportunity for forwarding Correspondence to E. Africa, the Cape, St. Helena, and Ascension.
The usual hours will be observed in closing the Malls, &c.

HOURS FOR CLOSING THE CONTRACT MAIL.
The following hours are observed in closing Malls, &c., by both the British and French Contract Packets:—
Day of Departure.—
6 P.M.—Money Order Office closes.
6.30 P.M.—Post Office closes till 8 P.M., except the Night Box, which is always open out of Office hours.
8 P.M.—Post Office opens.
9 P.M.—Registry of Letters ceases. Posting of all printed matter and patterns ceases.
10 P.M.—Malls closed, except for Late Letters.
10.10 P.M.—Letters may be posted with Late Fee of 18 cents until
10.30 P.M.—When the Post Office closes entirely.
10.40 P.M.—Late Letters may be posted on board the packet with Late Fee of 18 cents until time of departure.

MEMOS. FOR TO-MORROW
Shipping.
Daylight.—Kwangtung leaves for Coast Ports.
11 a.m.—China leaves for Ningpo, &c.
5 p.m.—Killarney leaves for Shanghai, &c.
Auction.
Noon.—General Weekly Sale by Mr G. R. Lammert, at his Sales Rooms.
Meeting.
8.30 p.m.—Meeting of Perseverance Lodge.

General Memoranda.

WEDNESDAY, January 14:—Goods per Irasoudy undelivered after Noon, subject to rent and landing charges.
11 p.m.—English Mail leaves for Port of Call and Europe.
FRIDAY, January 16:—2 p.m.—Auction of German brig Carl. Transfer Books of Hongkong Hotel Co., Limited, closed from this date to 29th Instant.
SATURDAY, January 17:—3 p.m.—Venice and Suez leave for Singapore, &c.
3 p.m.—Occidental & Oriental S. S. Co.'s Steamer leaves for Yokohama and San Francisco.
Goods per Killarney undelivered after this date subject to rent.
Transfer Books of H. C. & M. Steamboat Co. closed from this date to 30th Instant, inclusive.
8.30 p.m.—Performance at the Temperance Hall.
MONDAY, January 19:—Noon.—Tenders for supply of Sundries, received by Naval Storekeeper.
TUESDAY, January 20:—Goods per Gaelic undelivered after this date subject to rent.
WEDNESDAY, January 21:—11 p.m.—French Mail leaves for Port of Call and Europe.
FRIDAY, January 23:—9 p.m.—"Sorcerer" at the City Hall.
SATURDAY, January 24:—Daylight.—Mitsui Bishi Mail leaves for Yokohama via Kobe.
Noon.—Mitsui leaves for Singapore, Brisbane, &c.
THURSDAY, January 29:—4 p.m.—Meeting of Shareholders of the H. K. Hotel Co., Ltd., at Hongkong Hotel.
FRIDAY, January 30:—3 p.m.—Meeting of Shareholders of the H. C. & M. Steamboat Co., Limited, at No. 50A, Queen's Road.

THE HONGKONG DISPENSARY, Established A.D. 1841. 香港大藥房

A. S. WATSON & Co.,
FAMILY & DISPENSING CHEMISTS,
WHOLESALE AND RETAIL DRUGGISTS, IMPORTERS
OF
DRUGGISTS' SUPPLIES, NURSERY REQUISITES, TOILET REQUISITES, ENGLISH, AMERICAN, AND FRENCH PATENT MEDICINES.
MANUFACTURERS
OF
Soda Water, Lemonade, Tonic Water, Gingerade, Potass Water, Sarsaparilla Water, and other Aerated Waters.
The Manufactory is under direct and continuous European Supervision.
Hongkong, June 1, 1876.

DEATH.
At Shanghai, on the 4th Instant, THOMAS MARSH EVERALL, the second and well-beloved son of Henry and Elizabeth Everall. Aged 6 years.
PASSENGERS arriving in Hongkong, or any other persons who may desire to consult the files of local, China, Japan, American, English, Indian or Australian newspapers, are invited to call at the "CHINA MAIL" Office, where over sixty newspapers, dailies and weeklies, from these countries, are from to-day filed for reference.
Hongkong, Jan. 1, 1880.

The publication of this issue commenced at 7.55 p.m.

THE CHINA MAIL.

HONGKONG, MONDAY, JAN. 12, 1880.

A CORRESPONDENT of the Standard who has been making enquiries as to the condition, traffic and prospects of the Suez Canal, gives some valuable and interesting information which is not without importance to the Shipping Community of all nations. His figures are up to date, (surprisingly so when we consider that the official returns for 1878 were published only a very short time ago), and this of course gives them the greater value. On the returns for the nine months the total traffic for the year may be fairly estimated, and the comparison thus instituted will be precise enough for our argument. During the first nine months of the last three years the traffic has been, as is here shown:—

Years.	Ships.	Tonnage.	Revenue.
1877	1256	2,684,757	fr. 34,371,090
1878	1205	2,463,308	23,508,172
1879	1121	2,416,237	23,088,261

The decrease for these three quarters of last year is therefore 84 vessels, 47,069 tons, and 1,210,921 fr. as compared with the corresponding period of the previous year, and 135 vessels, 168,530 tons, and 2,276,839 fr. as compared with that of 1877. We may take the tonnage for the past year as 3,221,648, for there is nothing abnormally busy or slack in the Canal traffic during the last three months

of the year, the full traffic being in the past years with which we deal almost precisely what would have been anticipated from the returns for the nine months. The figures for the three years, then are as follows:—

1877	1878	1879
3,418,949	3,284,408	3,221,648

This shows even to the most superficial observer that the prospects of the Canal are not improving. Something of this decrease may perhaps be properly attributable to the dullness of trade, but it is pointed out, this cause for decrease was in force to an equal degree two years ago when the Company's business was at its maximum. The only conclusion to be drawn is that the Canal traffic has reached the greatest degree of expansion which it is likely to attain. Our business to-day is to explain the effect of this discovery on trade with the East by the Canal route. To begin with there is, fortunately, no fear of any such complications as would make the world lose any of the advantages of the great work which made Africa an island. The shareholders have no great reason to cower over their gains as yet, but that fact concerns them more than it interests the world in general. The dividend for 1878, (in which year the working expenses were but 5,255,663fr., equal to £311,026, as against a gross revenue of 31,098,229fr., or £1,243,929) was nominally but 1 1/2 per cent, and it is not likely to be larger for 1879, but it should be borne in mind that before any dividend is calculated the shareholders receive 5 per cent interest on the capital, which makes of course 1 1/2 per cent dividend equal in the ordinary meaning to 6 1/2 per cent. The point to which the minds of all interested in shipping will revert is the continuance at the present rate or otherwise of the surtax; and as few really carry in their heads the facts of this matter we may explain as briefly as possible. The Constantinople Convention (1873) confirmed the 10 fr. per ton rate, and further made provision, seeing that that rate, with the amount of the then existing traffic, would not provide a sufficient revenue, for levying as a temporary expedient a surtax of 3fr. per ton. This surtax was to be decreased by 1/2 a ton as soon as the total net tonnage should equal 2,100,000 tons in any one year; by another 1/2 when the tonnage should amount to 2,200,000 tons; and so on by another 1/2 for each additional 100,000 tons, until the total tonnage should amount to 2,600,000 tons, when the surtax was to cease altogether. A reduction was made January 1st to 2fr. 50c, and another reduction would have come into effect on the first day of the following year but for the Convention made with Colonel Stokes, and approved by the Porte in 1877, by which, in return for the decrease to 2fr. being postponed till Jan. 1st last year (when it duly came into force), the Company pledged itself to expend 1,000,000fr. per annum for the next thirty years, in improving the Canal. By the same convention the further reductions were fixed irrespective of tonnage, for 1881, 1882, 1883, and 1884—this last mentioned year being the one in which the surtax is to cease for ever. The surtax of 2fr. per ton, if set 12fr. (or 10a) per ton in all, therefore continues this year, 1880. This surtax, it must be borne in mind, is not levied on vessels of war, transports, or troopships. There can be no doubt that the Stokes Convention, by fixing these dates for lessening and eventually removing the surtax, has brought it about earlier than we could under the Constantinople Convention have claimed it. The concession of these fixed dates would never have been allowed by the Company had there not been great confidence, now proved to have been misplaced, in the traffic of the Canal increasing from then at something like the same rate at which it had been increasing up to that date, that is at the rate of 300,000 tons yearly. During the three years which have already passed of the thirty, the million francs has been annually spent on improvement works, although from the lessened traffic and profits last year and the year before it could not be spent out of the earnings of the Company and a loan of 27,000,000 francs had to be raised. The works to be accomplished by the expenditure of this money included enlargement of the "gates" or sills, the modification of some of the curves of the Canal, and the facing of the banks with stone, in all of which considerable progress has been made. The benefits from what has been accomplished will be great. The Standard correspondent states, with regard to the facing with stone, that the shores of the Canal, for about 23 miles on the east and 13 miles on the west side have been properly completed in this manner, exclusive of some miles at the Suez end of the Canal, where stones thrown in with the clayey soil found there answer much the same purpose. In other parts the trees which have been planted by the water's edge serve to some extent to bind the banks together. The sand storms continue, of course, to be a source of mischief. The sum of 680,000 francs has been spent at Port Said in buying the Admiralty Land from the British Government, but the harbour has not been improved in any way yet, and another year will probably pass before the effect of the dredging away of that land will be observable. The cloud that darkens the Company's future is this—"There is a probability of the long dormant claims for retribution of the excess dues levied between 1872 and 1874 being at last brought before the Egyptian tribunals. All these payments were made under protest, and in conformity with a tariff which the Constantinople Commission held to be illegal. Should the tribunals come to

the conclusion that these rates were illegally levied, the amount which the Company will be liable to refund, some 16 million francs in all, will place it in a very serious position. And in addition to this there is the million francs to be found every year for improvements. A time of difficulty is yet before the Company, but the Canal as the highway to India and the East must be upheld. During the nine months to which we have referred no fewer than 860 of the 1121 vessels that passed through the Canal, that is more than three-fourths of the whole, were under the British flag. Whether the final solution of the difficulty, the sole means of escape from the high-handed proceedings, and "the petty exactions and annoyances" with which the Canal Authorities have throughout so worried and disgusted their customers, will eventually be found in England taking over the whole concern and working it with a Council of friendly Powers, time only will show. We believe the scheme is feasible, and that there is a reasonable probability of its adoption sooner or later.

NEW YEAR MUSINGS.

"With business is the year auspiciously begun;
But every artist, soon as he has tried
To work a little, lays his work aside."

It may not be amiss for us who live in the midst of a mixed community, to take advantage of the interval which comes between the English and Chinese New Years for calling to mind some customs, old and new, connected with the occasion. Not that we can hope to say much that will be new on the subject; our apology is that here in the Far East few people can spare time enough to read up such books as have been written on this and kindred matters, while they do not miss a few moments spent over a newspaper article. Having "tried to work a little," we may afford ourselves some relaxation by laying our work aside and musing on the doings of our forefathers in the West and our neighbours in the East. Mirth and festivity seem from the earliest times to have associated themselves with the New Year. Amongst the Romans a festival known as *Compitalia* was observed at the kalends of January. It was annually celebrated a few days after the Saturnalia, when the god of Agriculture and Civilization was honoured with special gifts, and the ceremony of "ploughing the field" (a custom so well known in China, and which was observed on the first day of the solar new year) was performed. Though we now hear little of the old Wasall Bowl, the custom of carrying it round has only been superseded by customs more in conformity with Christian tastes, and new year's gifts go in point of importance hand in hand with Christmas boxes. In New England, where certain old customs are clung to with greater tenacity than in the mother country, paying New Year calls is quite an institution. "This custom is of great antiquity and of widespread observance. The Chinese observe it to the present day, for to pay calls and make presents is considered lucky, and may result in good to the person during the coming year. The custom of presenting new year gifts is said to have been transmitted to our forefathers by the Romans, who called their presents *strenae*. The word means a sign or omen, and gifts were therefore signs of good feeling as well as omens of good fortune. There is a tradition that branches of trees cut from the groves sacred to the goddess Stronia were presented to one of the early kings of the Sabines on new year's day as an omen of good or strength, and hence the observance of the custom. We may here remark that there are certain trees, the boughs of which are largely sought after by the Chinese at their new year. Among the French the custom of giving and receiving gifts at new year has also been received from their Latin forefathers, and hence the name *Etrenee*, New Year's gift, from *strenae*. We are told that the ancient Druids were in the habit of cutting down the mistletoe at new year and sending it round to the people, as possessing exceptional virtue. There have not been wanting persons who condemn these practices as heathenish, and there can be no doubt that a few centuries ago the custom was attended by many practices prejudicial to the morals of the English people. We may notice one custom formerly observed in Great Britain which has had its counterpart in China ever since the days of Confucius. We refer to the custom of paying fees to the schoolmaster on opening school at new year. From the Confucian Analeto (Legge, p. 61) we learn that "it was the rule anciently that when one party waited on another he should carry some present or offering with him. Pupils did so when they first waited on their teacher." Then in later times the custom grew up of making these presents at the New Year, because it was usual for scholars to begin their studies at that season, as being fortunate for undertaking any new thing. It is well known that great interest is taken in the weather on such important occasions as these. There is an old saying that

"If the grass grows in January,
It grows the worse for all the year."

Similarly there are certain days about the time of the Chinese new year, as for example the 7th day of the first month, when, if it rains, it is believed by many that the year will witness an unwarmed number of deaths. At this season of the year it is generally fair bright weather in South China, and a fine day is as much coveted by a Chinese bride and bridegroom as by any of our most solicitous Westerners. It is popularly believed that if rain falls on the wedding day one will speedily die; if the wind rises they will soon become poor. The occasion of the Chinese New Year may afford us opportunity for dwelling more at large on some customs and superstitions specially connected with that people.

LOCAL AND GENERAL.

THE ENGLISH MAIL is now due by the P. & O. steamer *Geelong*, which left Singapore on the morning of the 6th. She brings London dates to Dec. 6th.

THE O. & S. S. *Geelong* went over to the Cosmopolitan Dock to-day to have her new propeller and shaft put in, and be cleaned and painted.

THE names of the yachts taking part in the race on Saturday were wrongly given in our last issue. For *Naiad* and *Ariel* read *Naiad* and *Naomi*. Much disappointment was caused by the *Ariel* not starting, after some delay had been occasioned, but there was a heavy sea on at the time, on account of which it was considered advisable not to send her out. This heavy sea cleared away soon, and it was seen that she might have gone; but there was no seeming chance of this at the time of the start.

A WASHINGTON telegram published in the *Alta California* states that, on the 3rd December, Representative Hunton offered a resolution calling on the Secretary of State for a copy of all correspondence between the State Department and J. S. Mosby, relative to the Consulate at Hongkong. The resolution was adopted.

THE P. & M. Steamer *City of Tokio* is stated to have left San Francisco on December 27th for Yokohama and Hongkong.

THE M. B. M. S. S. Co.'s barque *Sumanoura-Maru* has made the fastest time on record between Nagasaki and Yokohama, viz. 2 days and 22 hours.

THE S. S. *Glenorchy*, left Yokohama on Saturday morning at 7.15, and arrived in Hio at noon on Sunday, thus making the run of 349 nautical miles in 22 hours, or an average speed of 12.5 nautical miles per hour. This is good time considering the bad weather which she must have experienced outside as well as a strong current against her. (We *Japan Gazette*) shall be glad to see this fine steamer again to the fore next season should she compete for the ocean race to New York.

SOME wag in Shanghai thus circulated the demise of the Steamer *Combination* :—

"Died, at Shanghai, on the 4th January, 1880, the UNHOLY ALLIANCE. 'Conceived in error, born in error, died in error.' Deeply regretted by those only most interested."

"Volunteers from the principal Steamers in port will attend the funeral at midnight, near the Club. The Agents of the Alliance Steamers will be present as Chief Mourners, and are expected to give an address to the assembled mourners on the weakness of Conference principles."

In connection more with our editorial reference to the Suez Canal management, on the 17th ult., than with our remarks of to-day, the following from the *Alexandria* correspondent of the *Standard* is worth giving :—

Unfortunately, the Company has from the first not acted in a way to obtain much sympathy from the shipping community. The arbitrary raising of the dues in 1872, and the resistance made to the decision of the Porte when the Company was shown to be in the wrong, are matters of history. But, apart from this, there are many petty exactions and annoyances by which shipowners have been harassed and irritated; vexatious and unnecessary delays have occurred in the transit, and favouritism has been shown to vessels of one nationality over those of others. The special Canal certificate recommended by the Commission, and declared to be conclusive as to the amount of a vessel's tonnage, has also been ignored over and over again by the Company, which persists in re-measuring the ships, and levying the dues according to the result. Between April and December, 1874, 145 vessels were thus re-measured, though provided with the special certificate, and the practice has, in spite of all remonstrances, continued in a greater or less degree ever since. One instance of this occurred in the case of one of the Peninsular and Oriental Company's steamers only three weeks ago, which had, *nolens volens*, to pay at the Canal Company's estimate before she could enter the Canal. The "Reglements de Navigation," too, are drawn up in the most one-sided manner, and contain provisions the legality of which is more than doubtful. Though shipowners, as a rule, prefer to submit to these inconveniences rather than embark in litigation, they nevertheless create a feeling of discontent which ought not to exist towards the authors of a work which has done so much to benefit the commerce of the world.

We read this in an American paper :—

Mr. Frederick Seward, Assistant Secretary of State, and son of the eminent Minister, who assisted Lincoln to conquer the Southern rebellion, has handed in his resignation, in order that he may devote his whole time to the care of his wife's health, who has never recovered from the nervous affection caused by the shock she received at the time of the attempted murder of her father-in-law and husband by the assassin Payne, in 1865, on the same day as the murder of Lincoln himself.

While sorry enough to read of Mrs. Seward's illness, we may be excused for emphatically doubting whether it has anything to do with the Assistant Secretary of State's resignation. We have all along known and have stated the real reason for that etc. It cannot be more plainly or correctly put than in this cutting from a Philadelphia paper :—

Washington, Nov. 18.—Now that the matter is out it is not a breach of confidence to make public the fact that the resignation of Assistant Secretary of State Seward is the result of a big misunderstanding between Mr. Seward and Mr. Lincoln, arising out of the unfortunate state of affairs in the Hong Kong and Shanghai Consulate, and the Consul Generalship at the latter place. Mr. Seward's long and intimate political and social connection with Wm. B. Seward made it difficult for

him to believe that the charges made against his nephew, Minister George F. Seward, had any foundation in fact.

Assistant Secretary Seward took advantage of Mr. Seward's confidence in the family and did what he could to shield his cousin when he and Consul General Bradford were before the Congressional investigating committee last winter. There is no question that the Assistant Secretary was the active man in the State Department in shielding the too evidently guilty Minister and his associate. The former's refusal to produce his books was one of the things that began to open Mr. Seward's eyes to the true state of the case. Then followed Consul Mosby's voluntary investigation and his report, and trouble began to brew in the State Department, and then came Grant's assertion concerning the officials. This trouble has now culminated in the resignation of Assistant Secretary Seward and the resignation of Minister George F. Seward, and those of Bradford and Baily, Consul General and Consul at Shanghai, are expected. The whole affair is most unfortunate, and the weakness of the State Department, arising largely from the misunderstandings among its principal officers, has brought a good deal of scandal upon the administration. No one doubted the guilt of Seward the moment he refused to produce his consular books before the investigating committee, and every investigation, from Mosby's to Grant's, has only corroborated the already prevailing impression.

With regard to the above, we note the official announcement of the appointment of Colonel Hay as Assistant Secretary of State by Messrs. Hayes and Evarts to succeed Mr. Seward. Colonel Hay was President Lincoln's Private Secretary. He has already given numerous proofs of his great capacity for the performance of the difficult duties devolving upon him, in which he will need to make use of his thorough familiarity with all domestic and foreign matters concerning the United States. We note also that Mr. Frederick W. Seward, ex-Assistant Secretary of State, will return to Auburn, N.Y., and there complete the biography of his father.

Speaking of the new Assistant Secretary, the Washington correspondent of the *Philadelphia Times* says :—

Colonel John Hay is a native of Indiana and was born in 1840. He studied law in Springfield, Ill., for two years, and there made the acquaintance of Mr. Lincoln, whom he accompanied to Washington at the time of his inauguration. He remained with the president as Assistant Private Secretary until 1863, when he joined General Hunter in South Carolina, as aide-de-camp. He was appointed as Assistant Adjutant General in 1863, and assigned first to the staff of General Gillmore, and afterward ordered to duty at the White House where he remained until Mr. Lincoln's death. He was promoted to the grade of colonel, and given leave of absence to accept the position of Secretary of Legation in Paris. He remained there nearly two years, when he returned to the United States. But after a short stay at home he again went abroad—this time under Sikes as Secretary of Legation to the Court of Madrid. While there he wrote a series of attractive papers for the *Atlantic Monthly*, which, after his return, were published under the title of "Castilian Days." "Banty Tim," "Little Breaches," and other poems have made him popular with a less critical audience. While in Spain and after his return he translated Castelar's articles on Spanish republicanism for *Harper's Magazine*, and for three years he was the leading editorial writer on the New York *Tribune*.

Police Intelligence.

(Before C. F. Creagh, Esq.)

Monday, Jan. 12.

EMBEZZLEMENT.

Wong Aying, 22, a coolie, was charged with embezzling \$1 from his master, Mr. Boaventura Francisco do Remedio.

This was a most impudent robbery. Defendant had only been in the employment of Mr. Remedio one day. He was sent to the market to make some purchases, and for that purpose he was entrusted with a dollar. He was away a most unreasonable time, and on his return he neither had the provisions he was sent for nor the money.

Defendant admitted the charge, and said he lost the money by gambling.

His Worship sentenced prisoner to five weeks' imprisonment, the first and last ten days to be in solitary confinement, the remainder with hard labor.

A STRAGGLER.

Henry Brown, 55, of the U. S. Frigate *Richmond*, admitted being a straggler from his ship, asked to be sent on board his ship.

CONSTABLE DRUNK AND ABSENT FROM DUTY.

Donald McDonald, P. O. No. 84, one of the new policemen, pleaded guilty to being drunk and absent from duty on the 9th inst. He had also assaulted P. S. No. 99, Pang Aoi.

Defendant was fined \$25, in default of payment fourteen days' imprisonment.

LARCENY.

Wong Achong, 33, a coolie employed at the Sugar Refinery, was charged with the larceny of a quantity of sugar on the evening of the 10th inst.

Defendant with others is employed carrying sugar from the works to boats on the Praya. On the evening in question it was noticed that the pair, upon which he carried the bamboo on his shoulder, was very bulky. On examination it was found to contain one and three quarter pounds of sugar, the property of the Company.

Defendant stated that he had about two tins of sugar to apply to a sore foot, and that the watchman picked up a large piece and accused him of theft.

Prisoner was sentenced to twenty one days' imprisonment with hard labor and ordered to be exposed in the stocks at the Refinery for two hours.

(Before the Hon. C. B. Plunket.)

BREACH OF THE OPIUM ORDINANCE.

Lee Aton, 33, a pig dealer, was charged with being in possession of a quantity of prepared opium contrary to the Opium Ordinance of 1876.

Mr. Sharp appeared for the prosecution and Mr. Wotton for the defence.

Evidence was led to the effect that the prisoner was found in charge of the house and that he had in his possession keys that opened the boxes in which the opium was deposited.

As the case seemed to involve a prolonged enquiry, His Worship, with the consent of the Solicitors in the case, remanded the case till Wednesday next, bail being accepted in \$200.

Amoy.

9th January.

Our Races went off to-day (first day) very well—as we had fine weather, a good attendance of ladies, and other favourable conditions. Four races were carried off by the E-kee Stable, and three by an enterprising "Jock" from Formosa (Mr. Brennan), who hauled off the St. Andrew's Cup very nicely. His pony *Ilo* is very fast, and is likely to prove troublesome in the next two days' ventures.

A good deal of quiet festivity has been going on, but not nearly so much as during past seasons. There will probably be a Race Ball, if ladies enough can be induced; and we are promised private theatricals by the A.D.C. next week. There is also the Freemasons' Ball in their new and tasteful Hall, which comes off during the week following.

The Tea season being over, Chuanes are fitting off to see their (this year not enlarged) constituents, and to arrange for the carriage of the coming season. Some people are wondering now that so much money has been made, why shares do not go up more, but this being one of the things "no fellow can understand," perhaps the best thing to do is to cease wondering and take what fortune the gods send us.

The Bank buildings are slowly emerging from the water, and the new Bank will be an ornament rather, if the Municipal Council will only make a road to it, which they can only do by pulling down that absurd "Bund House," which blocks up the way. Otherwise financial people, at high tide, will have to go through the maze of the Hai Kwan's Yamen, which is filled with wofish curs always ready to put their fangs into the calf of any passer-by unprovided with a stout cudgel. This will be indeed "banking under difficulties."

The German man-of-war *Luise* is still here, and their Band are great favourites at the Race-course with all but the horses. There are no accidents to report however, to either horses or riders, and everything is *coulour de rose*.

10th January.

The Second Day's Races passed off very successfully, and the wins are well divided. The events were mainly won by Mr. Vincent (Brennan), Mr. E. Pye, and Harkway (Mr. Harkness). There were fortunately no accidents to record.

Manila.

(Translated from our Exchanges.)

The appointment of Sr. Primo de Rivera as Captain General of the Philippines was to be published in the *Gaceta* of Madrid about the end of last December.

In a conference between Marquis de Campo (the contractor for the Philippine mail) and the Secretary of State for the Colonies, the contractor said that his steamers will call at Corunna, Valencia and Barcelona, staying at the last-named port 48 hours to load and discharge cargo.

A notable coincidence is observed in the fact that a destructive typhoon occurred at Panama on the 20th Nov. last, causing great damage and loss of vessels at the same time Manila was visited by that phenomenon.

The office of the late Messrs Russell and Sturgis, now in liquidation, was sold on the 20th ult. for \$71,000, to Don Manuel Perez; the upset price was \$68,500.

A fire broke out in the district of San Miguel, Manila, and about sixty houses were reduced to ashes, of which three were protected by zinc roofs. The foreign residents, and the crews of the vessels in the harbour, gave prompt and valuable assistance, and owing to their aid the fire was prevented from spreading.

The steamer *Emeralda*, arrived on the 7th, from Hongkong, brought \$315,476 in silver.

There were imported into these islands during the 2nd fortnight of December last 485,600 dollars' worth in Spanish silver coins, and exported during the same period 650 dollars' worth of gold in bullion.

The sum collected at the Manila Customs during the month of December last amounted to \$127,057.16, as against \$118,808.60 same time last year; being \$8,848.56 over that of the previous year.

The British barque *Gartmore*, Captain Elwood, arrived at Manila on the Dec. 31, 6 days from Hongkong.

The British ship *Thomas Bell* left Manila for San Francisco on the 31st Dec.

The British barque *Glenavon* has been chartered for Liverpool at \$210 for dry sugar, and \$317 6d. for hemp; the American barque *Ned White* has been chartered for New York at \$10 for dry sugar; the American ship *R. K. Thomas* has been chartered for New York at \$3.50 for 4 bales hemp.

The British barque *Sta. Rosa*, Captain Aroher, arrived at Manila on the 2nd Jan., 17 days from Hio.

The German barque *Hongkong*, Captain Oom, arrived at Manila on the 2nd Jan., 8 days from Hongkong; she left again for Leguminos and Hongkong on the 8th.

The British barque *Glenoe*, Captain Lamont, arrived at Manila on 2nd Jan., 60 days from Queensland.

The German barque *H. Prinsheem* left Manila on the 2nd Jan., for Falmouth.

The American ship *Epikroton*, Captain Murphy, arrived at Manila on the 5th Jan., 6 days from Hongkong.

The British steamer *Merionethshire*, Capt. Board, arrived at Manila on the 5th Jan., 3 days from Hongkong.

China.

(Herald, Dec. 31.)

H.B.M.'s gunboat *Lapwing* arrived from Tamsui and Keelung on the 28th inst., and is now anchored off the Foreign Settlement.

The Fancy Dress Ball, to be given by the bachelor members of the Club on Monday next, is expected to be a great success. Extensive preparations of costume

are in progress; and the tailors are reaping a small harvest.

Tea.—Transactions have been unimportant, at about former rates. The stock is now reduced to about 800 chests, and a further possible addition of 1,000 chests will probably terminate the season's supply. There will not be any further issue of this report until the beginning of next season.

Settlements of *Congou* from 24th to 20th inst.—1,106 chests, at Tls. 104 a 134 per picul, (short).

Total arrivals of *Congou*, 729,500 chests.
" settlements " 728,724 "

Stock, 776
Total arrivals of *Sonchong*, 38,600 chests.
" settlements " 38,600 "

Stock, NIL
Total arrivals of *Oolong*, 25,800 chests.
" settlements " 25,800 "

Stock, NIL
Total arrivals of *Fl. Pekoe*, 4,775 chests.
" settlements " 4,775 "

Stock, NIL
Total arrivals of *So. Tea*, 68,660 boxes.
" settlements " 68,660 "

Stock, NIL
" settlements " NIL "

Opium.—The market has been quiet during the week, and only very limited settlements have been made.

Lead.—Quotations nominal.

Freight.—To London—per steamer—£2.15 per Steamship *Feronia*; and £3.15 per "combination" steamer.

Vessels on the berth.—For London.—Nil.
For Australia.—Nil.

Vessels expected to load.—For London.—The Steamship *Anchises* will probably call.
For Australia.—Nil.

SHANGHAI.

(News.)
On Monday, Messrs. Fraser & Co. received a telegram from New York reporting the loss of the steamer *Glenlyon*; but yesterday morning (Jan. 6) another telegram came stating the report was not true.

An Imperial decree has been issued, ordering the decapitation of Li Yang-tai, and directing his head to be sent to Annam for exhibition. Thus another rebellion has been stamped out by the ruling dynasty.

Although there is reason to believe that, among the Chinese, children are not infrequently bought and sold, yet they are very seldom publicly hawked about the streets of this Settlement. Yesterday (5th) afternoon, however, about 3.30 p.m., a man and woman walked up the Nanking Road with a little boy about three years old, the woman crying out that the child was for sale.

The Rev. W. S. Holt was passing at the time, and in answer to his questions, she told him that she and her husband had come from Peking two or three days since. They had no money, nor any clothes except what they were wearing, and they could not get any work, so that they were now trying to sell the little boy to buy food. The price she asked was \$15. Mr. Holt took all three to the Temperance Hall, where they received some food and a little money.

Messrs. Russell & Co. announce that the Directors of the Yangtze Insurance Association have declared a dividend of Tls. 21 per share, being interest on Shareholders' Capital at the rate of 12 per cent. per annum, for the half-year ending 31st December, 1879, payable at the office of that firm on the 15th inst. to Shareholders of record on the 13th inst.

The water in the Yangtze here up to date was seven feet on the bar, and still falling inch by inch daily. On 23rd, the *Kiangfo*, having relieved the *Shanghai* of part of her cargo, scraped over the bar though only drawing seven-and-a-half feet. The steamships *Shanghai*, *Kelung*, *Corvus* de Fries and *Kiangkuan* are now unable to get over up river, while the *Kungwo* is detained at Kiukiang on her voyage down. The steamers of Mr. McElin, assisted by the *Fatchay*, are, however, more fortunate, and their cargo may reach Hankow after the lapse of many days.

At Hunter's Island there is eleven feet, but the continuance of the prevailing dry weather will add another bar above Kiukiang. A couple of days' dredging at Oliphant Island would soon excavate a channel of nine feet; it is wonderful no attempt of the kind is made by the steamer companies. The *Wuhu* is expected to be able to get over with her small draft of water.

Many passengers bound for Hankow to spend their Christmas were detained at Oliphant Island, where the day was celebrated on board the s.s. *Keelung*, twenty-one persons sitting down to dinner.

On 28th a gale from N.W. brought a few hours' rain, insufficient either to raise the water or moisten the crops of young wheat now looking very yellow.

Japan.

(Rising Sun, Jan. 3.)
Fires again seem to be the order of the day—or rather night—in Japan. About three o'clock on Monday morning last, an alarm was raised that one of the Tankosha coal-sheds, situated in the Foreign Settlement, was on fire. Thanks to the timely exertions of a few foreign residents, however, Messrs. Holmes, Ringer & Co.'s fire-engine was speedily brought to bear upon the flames, which were extinguished before serious damage was sustained. The coal sheds are in rather dangerous proximity to a number of dwelling-houses, the occupants of which were undoubtedly indebted for their safety to the quantity of rain which fell on the preceding day, as the wind at the time was otherwise sufficiently powerful enough to have carried everything of a combustible nature before it. A survey, held for the purpose of ascertaining, if possible, the cause of its origin, after a most

careful investigation, resulted, we are glad to say, in direct opposition to the general opinion that it was caused by spontaneous combustion of the coal, as the inside of one of the upright wooden ventilators was found to be considerably charred, whilst the outside (facing the coal) remained untouched, as was also the coal in the vicinity, which undoubtedly goes far to prove that it must have been purposely set on fire by some ill-disposed person dropping fire into it from the top.

Nothing more is definitely known regarding the fate of the barque *Joyce Phillips*, but it seems to be the general opinion amongst the seafaring fraternity that she was lost in the vicinity of the Suddies, as there is evidence of chafing upon the wreckage picked up. We hear that during the same gale the barque *Zydia* dragged her anchor, with ninety fathom of chain, for thirteen miles.

We have been kindly favoured with the following statistics of the loss of property by the recent fire at Hakodate :—Fire-proof godowns, 300; Wooden godowns, 500; Dwelling-Houses, 2289.

From the same source we also learn that only four European houses remain.

Takasima coal seems to be finding a ready market somewhere, as we notice that nearly every vessel lately has taken a cargo of that kind of coal.

Quotations.

HONGKONG, January 12.

OPIUM.—New Patna, cash, \$570
" Old " cash, 549
" New Benares, cash, 547
" Old " cash, 525
" New Malwa, credit, 710
" Allowances Tals, —
" Old Malwa, credit, 770
" Allowances Tals, —

Exchange.

Bank, Wire, ... 3/9
" Demand, ... 3/9
" 30 days' sight, ... 3/10
" 4 months' sight, ... 3/10 1/2
Credit, 4 ... 3/10 1/2
Documentary, 4 months' sight, 3/10 1/2
India, Wire, ... 226
" demand, ... 226 1/2
Shanghai, demand, ... 73 1/2
" 80 days' sight, ... 74
Gold Leaf, 99 1/2 fine ... 27.80
Sovereigns, ... 5.23

Shares.

Hongkong Bank, 62 1/2 prem. sales.
Union Ins. Society of O'ton, \$1,400, sales.
China Traders' Ins. Co., \$1,325, sales.
North China Ins. Co., Tls. 1,200, sales.
Yangtze Ins. Assoc., Tls. 740
Chinese Insurance Co., \$300, ex divt.
H.K. Fire Ins. Co., \$320, sales.
China Fire Ins. Co., \$220, sellers.
H.K. & W. Dock Co., 9 1/2 prem. sales.
H.K. & M. S.-boat Co., \$19 prem. buyers.
Shanghai Steam Navigation, Tls. 11
China Coast St. Nav. Co., Tls. 109
Hongkong Gas Co., \$70
Hongkong Hotel Co., \$60
China Sugar Refining Co., \$158, buyers.
Chinese Imperial Loan of 1874, nominal.
Do. of 1877, do.

Temperature.

(Taken at Messrs. Falconer & Co.'s Premises, Queen's Road.)

HONGKONG, January 12.

BAROMETER—9 a.m. ... 30.170
Do. 1 p.m. ... 30.166
Do. 4 p.m. ... 30.166
THERMOMETER—9 a.m. ... 59
Do. 1 p.m. ... 62
Do. 4 p.m. ... 61
Do. (Wet bulb) 9 a.m. ... 56
Do. Do. 1 p.m. ... 59
Do. Do. 4 p.m. ... 58
Do. Maximum ... 62
Do. Minimum over night ... 56

Shipping Intelligence.

